

Two Entrances to Miller & Rhoads' Broad St. Sixth St.

THE WEATHER—Wednesday partly cloudy.

Sweaters at Reduced Prices.

MEN, MISSES, BOYS.

Sixteen all-wool Sweaters for Men and Boys in Cardinal, Garnet, Navy and White. Marked down to-day from \$1.50 to \$1.00 each.

Eleven White Wool Sweaters for Misses and Boys marked down from \$1.00 each to 75c. each.

From all appearances, they can be used for a couple of months this season.

Blankets: Ours Have Been Reduced In Price.

You'll not have to wait until next winter before getting value received for your money from our Blankets.

Blanket weather is very much in evidence right now. We have some special values for you.

In a half dozen or more styles all at reduced prices.

Miller & Rhoads

May Manton Patterns, 10c. each, on sale in our Trimming Department.

BERRY'S PRIZE WINNERS HAPPY

Guessing Contest Closes and Awards Are Made to Lucky Ones.

EVERYBODY IS SATISFIED

There was much good-natured animation, not to say excitement at the popular clothing and games furnishing establishment of O. H. Berry & Co. last evening between 6 and 7 o'clock, when the great guessing contest was decided and twenty-one handsome prizes were awarded to the winners, which ranged in value from \$25 down to 50 cents.

The plan under which these prizes were won was a most unique and interesting one, and the contest was participated in by some 1,700 persons.

The scheme was so fair that those who failed to win had nothing but praise for the house and congratulations for their successful opponents. The beautiful and unimpaired appearance to see the great store brilliantly lighted and the vast throng of interested parties and their friends, who came to see who would be the winners and to watch the process by which the prizes were awarded. During the holidays the popular house announced its now famous prize-guessing contest, and immediately there was widespread public interest.

Was a Great Sight.

These valuable gifts were bestowed upon those fortunate twenty-one persons divided into six classes, who guessed exactly or came nearest to correctly guessing how many words were used by the concern in their advertisements as printed in the News Leader during the month of January. The contest closed on the 29th, that day having been the limit for submitting the guesses in sealed envelopes at their store.

All these envelopes were carefully preserved and last evening were piled up, still unopened on a great table in the front portion of the store.

The editor of the News Leader, an entirely disinterested person, proceeded about 5 o'clock to the task of opening the envelopes, while the interested and burning crowd waited, each hoping, no doubt, that the big first prize would come by one and the number it contained read out and put down.

All in Good Humor.

The winners were all happy, but the losers were game and all seemed satisfied with the result.

Many stories have been told of the widespread interest in the contest during its progress. One gentleman came in and paid his bill the other day and then related how he and his wife had enjoyed guessing on the number of letters in a given advertisement, and how they had been sitting down and counting them carefully to see which would have come the nearer, had the contest been based on that particular issue of the paper.

Following is the certificate from Mr. A. B. Williams.

Mr. Williams' Letter.

Richmond, Va., Jan. 31, 1905.

Alfred B. Williams, Editor-in-Chief of the News Leader, Richmond, Va.:—

Gentlemen—After careful count of the number of words in your advertisement in the News Leader within the dates specified in your guessing contest announcement, I find them to be 3,572, the advertisement in today's issue being 212 words.

The count has been made in strict accordance with the terms and conditions you named and I certify that it is absolutely correct, as it has been verified by three counts.

Very truly yours,

ALFRED B. WILLIAMS,

President and Editor-in-Chief of the News Leader.

The Winners.

Following are the contestants who were awarded the prizes in the Berry guessing contest for January:

First—A \$25 Rain Coat, guess No. 3,572, W. S. Camp, No. 133 South Fifth Street.

Second—A \$15 Suit, guess No. 3,475, Mrs. C. C. Pate, No. 2, Lanover Street.

Third—A \$7.50 Smoking Jacket, guess No. 3,581, F. S. Wilson, No. 205 East Broad Street.

The next three awards, \$2.50 each, were Mrs. R. C. Gaines, No. 295 West Main Street; J. Brown, No. 391 Harrison Street, Petersburg, Va.; James I. Jones, No. 1267 East Franklin Street, Gloucester, Va.

The next five awards, \$1.00 each, were: W. L. Branch, No. 601 Crown Street; J. H. Atwell, No. 222 East Marshall Street; M. Campbell, Manohick, Va.; Joseph H. Hichets, No. 527 South Belvidere Street; E. C. Hunter, Allen, Va.; guessing respectively, 2,987, 2,955, 2,950, 2,950 and 2,955.

The next ten, awarded 50c. each, were: Charles Burkett, No. 1025 1/2 North Main Street; J. A. Campbell, No. 513 North Seventh Street; H. A. Brightwell, No. 222 Nicholson Street; George Hogue, No. 415 East Marshall Street; R. E. Flakey, No. 19 East Washington Street, Petersburg, Va.; Miss Lizzie W. Gary,

BRIDGE MUST BE CLEAR OF FLOODS

Colonel Cutshaw Returns Important Report on Proposed Free Bridge.

ITS WIDTH ALSO IMPORTANT

Colonel W. E. Cutshaw, City Engineer, has submitted to Mr. Walter W. Morton, chairman of the subcommittee on Mayo's Bridge papers, an exceedingly important and comprehensive report upon the matter of Mayo's Bridge and papers referred to him. Features dealt with exhaustively by Colonel Cutshaw are the desirable height and width of the proposed bridge. Colonel Cutshaw does not undertake to estimate the value of the franchise or right of way of the Mayo Bridge Company.

Colonel Cutshaw's report in full follows:

City Engineer's Office, Richmond, Va., Jan. 11, 1905.

Mr. Walter W. Morton, Chairman Subcommittee on Mayo's Bridge Papers, Richmond, Va.:

Dear Sir—Upon the matter of Mayo's Bridge and papers referred to me for examination and report, I beg to say that the sketches and estimates first submitted about September 21, 1904, and afterwards modified by them about December 20, 1904, to a wider structure with two side-walks, one on each side of the main roadway, and an all-steel bridge, to be erected on the site of the present Mayo Bridge upon the old piers and abutments, and practically replacing some of them, and at an elevation equivalent to that of the present bridge.

Information furnished from this office to persons inquiring as to what elevation a new bridge should be built on this site has always been to the effect that the bridge should be at least four feet above the flood of 1877, with the channel ways between the abutments and piers the same as the roadway, but the time of this flood. It is learned that one span has been partially closed already, and the sketches submitted propose to close it entirely.

The need of October 1, 1870, carried away the greater part of the bridge then in use at Fourteenth Street, and another one was built upon the old site about four feet higher. The high freshet of November 25, 1877, which was about one and one-half feet higher than that of 1870, carried away four spans of this bridge, which were afterwards replaced. The ice gorge of February 13, 1899, moved two of these spans some distance on their side-sideways. It is readily seen that a margin of elevation of at least four feet above this highest flood, and with the bridge built on the old piers and abutments, is not an unreasonable precaution to take against disaster, should there be repetitions of such floods. The new bridge, especially when these floods are carrying large uprooted trees, logs and other debris likely to form hammocks against the bridge.

Next to the proper elevation of a bridge, its width becomes a matter of most important consideration, for upon it depends the convenience and comfort of commercial traffic over it, with no opportunities for turning out between the two approaches. Experience has shown that the present Free Bridge, carrying two electric car tracks, though placed to the side next to the sidewalk, is not a satisfactory one. The difficulties and annoyances to present traffic over it, which must become greater as the traffic increases, it is believed, will not be repeated. Any one passing along Main Street, one of our wide business thoroughfares, will find it difficult to get between two cars, and with two electric car tracks in the middle, will at once understand what a clear roadway on each side—in this case about twelve feet. The sketches submitted to me indicate that the new bridge will be only twelve feet wide between the main line and the side-sideways. The new bridge, with heavy trucks for hauling safes and boilers, large tank wagons, coal wagons, with three horses abreast, will find it difficult to get between two cars, and with two electric car tracks in the middle, will at once understand what a clear roadway on each side—in this case about twelve feet. The sketches submitted to me indicate that the new bridge will be only twelve feet wide between the main line and the side-sideways.

The accompanying tables and drawings will give full details of widths of streets, bridges, vehicles, etc. The Concrete Steel Engineering Company, of New York, one of the firms who have submitted plans for the bridge at Fourteenth Street, is now erecting a bridge of this type at Jacksonville, Fla., a bridge of inadequate width will not be repeated. Any one passing along Main Street, one of our wide business thoroughfares, will find it difficult to get between two cars, and with two electric car tracks in the middle, will at once understand what a clear roadway on each side—in this case about twelve feet. The sketches submitted to me indicate that the new bridge will be only twelve feet wide between the main line and the side-sideways.

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WIDTHS.

Vehicle	Width (feet)	Estimate
1. Con. S. Eng. Co. 25	one 6 32	\$165,321 14
2. Con. S. Eng. Co. 25	one 6 32	167,524 14
3. Con. S. Eng. Co. 24	two 6 36	111,424 14
4. Con. S. Eng. Co. 24	two 6 36	112,244 14
5. Con. S. Eng. Co. 24	two 6 36	112,244 14
6. Am. Bridge Co. 23	one 6 29	106,545 53
7. Am. Bridge Co. 23	one 6 29	113,444 53
8. Concrete Steel Co. 23	two 10 19	155,000 00
9. Steel	two 10 19	152,950 53

ADDITIONAL COSTS ESTIMATED BY CITY ENGINEER.

Material	Quantity	Unit Price	Total
1. Concrete	12,500 cu. yd.	\$1.00	\$12,500 00
2. Steel	100 tons	\$10.00	\$1,000 00
3. Labor	10,000 hrs.	\$1.00	\$10,000 00
4. Freight	10,000 cu. yd.	\$1.00	\$10,000 00
5. Interest	10,000 cu. yd.	\$1.00	\$10,000 00
6. Insurance	10,000 cu. yd.	\$1.00	\$10,000 00
7. Taxes	10,000 cu. yd.	\$1.00	\$10,000 00
8. Contingent	10,000 cu. yd.	\$1.00	\$10,000 00
9. Total			\$55,500 00

Whether the widths indicated in the sketches submitted to me are adequate for the full width of the roadway, and sidewalks are decided upon for a proper bridge between the two cities, the question of elevation above flood, and of channel ways and permanency of construction must be considered in arriving at a satisfactory estimate. The comparisons of estimates here tabulated, a new structure of reinforced concrete and steel, and on a site practically parallel to it, would cost approximately \$1,000,000 and \$12,227,000. The latter estimate, however, is based on a proper bridge and with no piers, as they should be, and a better class of paving, would cost approximately \$2,000,000 and \$22,227,000. The latter estimate is based on a proper bridge and with no piers, as they should be, and a better class of paving, would cost approximately \$2,000,000 and \$22,227,000. The latter estimate is based on a proper bridge and with no piers, as they should be, and a better class of paving, would cost approximately \$2,000,000 and \$22,227,000.

rally parallel to it, and one on the site of the present Free Bridge, at Ninth Street.

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TABLE II. COMPARATIVE WIDTHS FOR BRIDGES.

Vehicle	Width (feet)	Estimate
1. Con. S. Eng. Co. 25	one 6 32	\$165,321 14
2. Con. S. Eng. Co. 25	one 6 32	167,524 14
3. Con. S. Eng. Co. 24	two 6 36	111,424 14
4. Con. S. Eng. Co. 24	two 6 36	112,244 14
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EXTREME WIDTHS OF VARIOUS VEHICLES OUT TO OUT.

3-Horse Coal Wagon, 9 feet 6 inches; 3-Horse Fire Engine, 9 feet; 3-Horse Tank Wagon, 9 feet; Steam Roller, 9 feet; Safe Truck, 7 feet 8 inches; Hay Wagon, 9 feet; Barrel Wagon, 8 feet; Tourist Wagon, 5 feet 6 inches; Ambulance, 5 feet 6 inches; Patrol Wagon, 5 feet 6 inches.

TABLE III. LENGTHS OF PRESENT BRIDGES AND OF OTHER POSSIBLE LOCATIONS BETWEEN ABUTMENTS.

Vehicle	Length (feet)
Fourth Street, 400 feet long. Requires high viaduct, Gambles Hill to Manchester.	400
Fifth and Sixth Streets, 2,000 feet long. Strikes Tredgar Works and high bluff on Manchester side.	2,000
Seventh Street, 2,000 feet long. Steep bank on Manchester side.	2,000
Eighth Street, 2,000 feet long. Occupied by the Chesapeake and Ohio Railway.	2,000
Ninth Street, 2,000 feet long. Includes 32 1/2 feet of trestle approach.	2,000
Tenth Street, 1,725 feet long. With two heavy iron trusses, runs through Southern Railway yard in Manchester.	1,725
Eleventh Street, 2,100 feet long. Street 40 feet wide at Main, 32 feet wide at 50 feet end, crosses Southern Railway yard.	2,100
Twelfth Street, 2,300 feet long. Street 40 feet wide. Strikes Virginia Electrical Railway. Development Company's Power House.	2,300
Thirteenth Street, 2,300 feet long. Street 30 feet wide.	2,300
Present Mayo's Bridge, 1,675 feet long. Includes 300 feet of distance across island, long fill and grade crossing of main line Seaboard Air Line.	1,675
Fourteenth Street, 1,230 feet long. Includes 220 feet distance across island, long fill and grade crossing of main line Seaboard Air Line.	1,230

The more permanent character of reinforced concrete requiring no renewal of piling and no frequent inspections, and the fact that the same cost more desirable than steel alone.

Although I believe a new Free Bridge should be built at some time on the site of the present bridge, it is not a matter of immediate importance to the city, it is a matter which the Council should decide when to carry out. I know of no other bridge in the city which is in a better position to be built on the site of the present bridge, and therefore cannot express an intelligent opinion about it.

Very respectfully,

W. E. CUTSHAW,

City Engineer.

W. L. DOUGLAS

UNION \$3.50

MADE IN U.S.A.

SHOES

FOR MEN

W. L. Douglas makes and sells more than any other manufacturer in the world.

\$10,000 REWARD to any one who can disprove this statement.

The reason W. L. Douglas \$3.50 shoes are the greatest sellers in the world, is because of their excellent style, easy fitting and superior wearing qualities. I could show you the difference between the shoes made in my factory and those of other makes and the high grade leathers used, you would understand why W. L. Douglas \$3.50 shoes cost more to make, why they hold their shape, fit better, wear longer, and are of greater intrinsic value than any other \$3.50 shoe on the market to-day. W. L. Douglas guarantees their value by stamping his name and "W. L. DOUGLAS" on the bottom. Look for it—take no substitute. Sold by shoe dealers everywhere.

W. L. Douglas \$2.00 and \$1.75 shoes for Boys are the same quality as Douglas \$3.50 shoes for Men. Boys save \$1 on every pair over other makes.

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Five Days of Unprecedented Clothes Selling

February the first finds us with a stock many times too large for this season of the year—We have been too generous in providing assortments and varieties—We are going to be still more generous in our offerings at reduced prices.

Men's Suits and Men's Overcoats are in this sale—all styles that are worthy of the Gans-Rady label—all sizes, for the regular, stout and lean man.

Men's Suits and Overcoats that sold up to \$20.00—take your choice, beginning this morning, at

\$12.85

We also offer the choice of a lot of odds and ends of Children's Vestee Suits and Children's Reefers, ages 3 to 6 years, that sold at four, five and six dollars, at

\$1.50

For Choice.

Gans-Rady Company

ASBESTOS WORKS ARE DESTROYED

Small Plant Located Beneath Fifth Street Viaduct Almost Totally Burned.

VIADUCT WAS ALSO IGNITED

The plant of the Southern Asbestos Company was almost totally destroyed by fire last night.

A telephone message at 8:55 last night summoned the fire department to the plant under the north end of the Fifth Street viaduct. This manufactory is located just beyond the Locomotive Works and the brilliant illumination of the horizon in that direction gave many the idea that the Richmond branch of the American Locomotive Company was burning. The greatest interest consequently being manifested.

Engine companies 5 and 9 responded to the call for aid, and with great difficulty secured positions from which water could be poured upon the burning frame structures composing the plant. The works consisted of several small frame buildings and office. In order to reach them Engine 5 took position at the south end of the viaduct, drawing a stream from the fire hydrant there, but the supply of hose was insufficient to reach the seat of the fire. Engine 9 contributed its hose to supplement that of No. 5, and a hose wagon was dispatched to No. 9's quarters for additional hose. It required two thousand feet of hose to reach the fire. Engine No. 5 finally got to work by running a line of hose almost across the viaduct, and then cutting a hole through the

flooring of the viaduct and letting it down to the ground beneath. Engine No. 9 took a position down under the viaduct, drawing water from the plug of the Locomotive Works.

At 10:30 o'clock the fire had been almost completely extinguished, but the two steamers were still pumping water into the ruins. During the progress of the fire the floor of the viaduct became ignited and was burnt for a distance of about a hundred feet more. The firemen turned their attention to it and succeeded in extinguishing this blaze.

The fire seemed at one time in serious danger of communication to the large plant of the Locomotive Works, but this was prevented by means of the hose line at No. 222 Venable Street, and employed twelve or fifteen men. It was devoted to the manufacture of pipe covering. Mr. Thomas Atkinson two weeks ago sold the plant to Mr. Selph for \$5,000. Insurance amounting to \$250,000 was carried on the fire.

Street car traffic at the south end of the bridge, owing to the fact that hose covered the track. Passengers were transferred to another car, but had to walk across the bridge.

CHURCH RECEPTION.

The Members of Immanuel Meet